

Message Text

CONFIDENTIAL

PAGE 01 USBERL 00902 01 OF 02 181613Z
ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 ICAE-00
/036 W
-----060347 181701Z /41

R 181404Z APR 78
FM USMISSION USBERLIN
TO AMEMBASSY BERLIN
AMEMBASSY BONN
INFO SECSTATE WASHDC 6655
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USNATO

C O N F I D E N T I A L SECTION 1 OF 2 USBERLIN 0902

E.O.11652: GDS
TAGS: PGOV, EAIR, BQG, UR, GE
SUBJECT: PAN AM CHARTER FLIGHTS TO/FROM DRESDEN

SUMMARY: GDR STATE AIRLINE INTERFLUG, IN SEEKING TO CHARTER SUFFICIENT AIRCRAFT FOR SHIPMENT OF DRESDEN ART EXHIBITION TO THE U.S., HAS APPROACHED PAN AMERICAN FOR ASSISTANCE IN AIR-LIFTING PORTION OF EXHIBIT IN LATE APRIL. PAN AM HAS SUFFICIENT CARGO SPACE FOR TRANSATLANTIC SHIPMENT ON REGULAR FLIGHTS, BUT WOULD HAVE TO OPERATE DRESDEN-LONDON LEG WITH BERLIN-BASED AIRCRAFT. THIS CABLE EXAMINES ALTERNATE ROUTINGS FOR POSITIONING FLIGHTS FROM BERLIN TO DRESDEN APRIL 21-27.
END SUMMARY.

1. PANAMERICAN BERLIN MANAGER JACOBY HAS INFORMED US THAT GDR STATE AIRLINE INTERFLUG (IF) IS SEEKING TO CHARTER SOME PAN AM AIRCRAFT FOR SHIPMENT OF PORTION OF DRESDEN MUSEUMS' ART EXHIBITION TO U.S., WHERE IT WILL GO ON DISPLAY JUNE 1 AT THE NATIONAL GALLERY IN WASHINGTON. INTERFLUG MADE
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 USBERL 00902 01 OF 02 181613Z

PRELIMINARY REQUEST TO PAN AM FRANKFURT OFFICE INVITING PAN AM SPECIALISTS TO SCHOENEFELD AIRPORT IN EAST GERMANY FOR DISCUSSION OF AIR CARGO ARRANGEMENTS. OBTAINING A VISA FOR FRANKFURT-BASED PAN AM PERSONNEL PROVED SO DIFFICULT THAT PAN AM'S BERLIN OFFICE WAS ASKED TO SEND ITS CARGO MANAGER WHO HOLDS A MULTIPLE-ENTRY VISA. (THIS VISA ARRANGEMENT HAS EXISTED FOR SOME YEARS SINCE PAN AM AND IF ESTABLISHED INTER-LINE

CARGO-HANDLING AGREEMENT, BUT WE UNDERSTAND VERY LITTLE COMMERCIAL ACTIVITY HAS ACTUALLY RESULTED.)

2. SCHOENEFELD MEETING, PAN AM'S CARGO MANAGER FOUND INTERFLUG REPRESENTATIVES UNDER PRESSURE OF APRIL 21-27 DEADLINE FOR DISPATCH OF ENTIRE EXHIBITION FROM DRESDEN. PAN AM REP WAS TOLD THAT 10 TO 14 FLIGHTS WOULD BE REQUIRED, THAT IF WANTS PAN AM TO HANDLE FIVE OF THEM. (ALTHOUGH ACTUAL SHIPMENT WOULD FIT INTO FAR FEWER AIRCRAFT, INSURER HAS REQUIRED THAT IT BE DIVIDED INTO SMALL LOTS.) PAN AM HAS SUFFICIENT TRANSATLANTIC CARGO SPACE OUT OF LONDON, BUT WOULD REQUIRE SEPARATE AIRCRAFT TO GET SHIPMENT FROM DRESDEN TO LONDON. BA AND AF WERE REPORTEDLY ALSO APPROACHED, BUT DID NOT HAVE AIRCRAFT TO SPARE ON SHORT NOTICE. ONLY AIRCRAFT WHICH PAN AM COULD ECONOMICALLY PROVIDE WOULD BE BOEING 727S FROM ITS BERLIN-BASED FLEET.

3. PROPOSAL RECALLS PREVIOUS INSTANCES OF CHARTER FLIGHTS BETWEEN THE GDR AND THE NATIONAL TERRITORY OF THE THREE WESTERN POWERS IN BERLIN. WHAT IS INVOLVED IN USE OF THE 40-MILE-WIDE CIRCULAR SPACE AROUND BERLIN KNOWN AS THE BERLIN CONTROL ZONE (BCZ). AIRCRAFT OF THE FOUR POWERS HAVE THE RIGHT TO OPERATE IN THIS AIR SPACE; AIRCRAFT OF OTHER NATIONALITIES MAY USE IT WITH PERMISSION OF THE FOUR. WE HAVE LONG STRICTLY UPHELD THIS RIGHT BECAUSE IT IS CRUCIAL TO OUR UNIMPEDED AIR ACCESS TO THE CITY. IN FACT, NON-SOVIET EAST BLOC AIRCRAFT OPERATE REGULARLY IN A PORTION OF

CONFIDENTIAL

CONFIDENTIAL

PAGE 03 USBERL 00902 01 OF 02 181613Z

THE BERLIN CONTROL ZONE. THEY ARE NOT CONTROLLED, IN THE AIR TRAFFIC SENSE, BY THE ALLIED AIR TRAFFIC AGENCY (BARTCC), BUT RATHER BY EAST GERMANS. THIS DEROGATION OF THE FOUR-POWER STATUS OF THE BERLIN CONTROL ZONE DATES FROM 1954; WE HAVE TURNED A BLIND EYE TO IT SINCE. HOWEVER, WE HAVE RESISTED THE FURTHER DROGATION WHICH WOULD BE ENTAILED IN FLIGHTS BY FRENCH, BRITISH, OR U.S.-REGISTERED AIRCRAFT TO THE EAST GERMAN AIRPORT AT SCHOENEFELD WHICH LIES WITHIN THE BERLIN CONTROL ZONE. CONSEQUENTLY, WE HAVE NOT PERMITTED OUR CARRIERS TO OPERATE GDR-BOUND CHARTER FLIGHTS TO SCHOENEFELD, AND ON THE FEW OCCASIONS WHEN THESE HAVE TAKEN PLACE, LEIPZIG OR DRESDEN HAS BEEN THE ALTERNATE. U.S. AIRLINES HAVE ACCEPTED THIS LIMITATION.

4. THERE WOULD, IN OUR VIEW, BE NO BERLIN-RELATED OBJECTION TO PAN AM OPERATING FIVE CHARTERS FROM DRESDEN TO LONDON OVER ROUTES DEPARTING GDR TO NORTH OR SOUTH, AS BCZ NOT INVOLVED.

5. THE QUESTION DOES ARISE, HOWEVER, WITH RESPECT TO

CONFIDENTIAL

NNN

CONFIDENTIAL

PAGE 01 USBERL 00902 02 OF 02 181515Z
ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-10 NSAE-00 FAA-00 L-03 ICAE-00
/036 W

-----059272 181701Z /41

R 181404Z APR 78
FM USMISSION USBERLIN
TO AMEMBASSY BERLIN
AMEMBASSY BONN
INFO SECSTATE WASHDC 6656
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
USMISSION USNATO

C O N F I D E N T I A L SECTION 2 OF 2 USBERLIN 0902

THE "POSITIONING FLIGHT" FROM BERLIN TO DRESDEN. THEORETI-
CALLY, IT WOULD BE POSSIBLE FOR A 727 TO LEAVE TEGEL, TRANSIT
THE BERLIN CONTROL ZONE IN A SOUTHERLY DIRECTION UNDER
CONTROL OF BARTCC, AND THEN COME UNDER GDR CONTROL WHEN
ENTERING GDR AIR SPACE AT THE EDGE OF THE BERLIN CONTROL
ZONE. HOWEVER, THERE IS NO "HANDOFF" PROCEDURE FROM BARTCC
TO GDR CONTROLLERS. SUCH PROCEDURES WOULD HAVE TO BE
ARRANGED THROUGH THE SOVIETS. WE DID TRY TO ESTABLISH
SUCH PROCEDURES IN 1974 WHEN POSSIBILITY OF LUFTHANSA'S
TECHNICAL STOP AT TEGEL ENROUTE FRANKFURT-MOSCOW-FRANKFURT
Arose. WE SOUGHT SOVIET AGREEMENT TO MODALITIES OF
LUFTHANSA FLIGHTS IN THE BCZ; SOVIETS AGREED DISCUSS THE
MATTER ONLY IN TERMS OF RENEGOTIATING ENTIRE BERLIN AIR
ACCESS REGIME. NO FURTHER ATTEMPT HAS BEEN MADE.

6. A DIRECT FLIGHT BERLIN-TEGEL TO DRESDEN MIGHT BE SEEN
AS A DEROGATION OF THE CORRIDOR REGIME. THE ARGUMENTATION
HERE IS WELL-WORN; SIMPLY SAID, ANY FLIGHT NOT IN THE COR-
RIDORS MAKES THE CORRIDORS LESS NECESSARY. ON THE OTHER
CONFIDENTIAL

CONFIDENTIAL

PAGE 02 USBERL 00902 02 OF 02 181515Z

HAND, THERE HAS EXISTED FOR SOME YEARS THE ENGAGING NOTION

OF BERLIN AS A "LUFTKREUZ": BERLIN WOULD BE A PLACE WHERE WESTBOUND TRAFFIC AND EASTBOUND TRAFFIC COULD INTERCHANGE BY MEANS OF SURFACE PASSENGER AND CARGO SHUTTLES BETWEEN TEGEL AND SCHOENEFELD AIRPORTS; ALSO A NUMBER OF ROUTES WOULD BE OPENED BETWEEN BERLIN-TEGEL AND A NUMBER OF DESTINATIONS TO THE NORTH OR SOUTH. LANDING RIGHTS AT TEGEL WERE GRANTED BY THE THREE ALLIES TO CARRIERS INTERESTED IN THESE ROUTES, INCLUDING KLM, SAS, THY, AND AUA. THE HOPED-FOR SURFACE EXCHANGE OF PASSENGERS AND FREIGHTS HAS NOT OCCURRED; ALSO THE GDR HAS REPEATEDLY TURNED DOWN REQUESTS FROM AIRLINES FOR THE NORTH-SOUTH FLIGHTS ESSENTIAL TO MAKING THE LUFTKREUZ A REALITY. BERLIN POLITICAL LEADERS NOW ADMIT THE IDEA HAS MADE NO HEADWAY.

7. A PAN AM "POSITIONING FLIGHT" TO DRESDEN MAY OFFER AN OPPORTUNITY TO TAKE A STEP TOWARD THE INTRODUCTION OF NORTH-SOUTH FLIGHTS. SHOULD THE GDR BE WILLING, THE ALLIES COULD FORMULATE WITH THE SOVIETS, USING THE CURRENT REQUEST AS A PROBE. AS A SCENARIO, WE PROPOSE THAT PAN AM FIRST MAKE THE POINT TO INTERFLUG THAT IT WOULD BE CHEAPER TO OPERATE A "POSITIONING FLIGHT" DIRECT FROM BERLIN TO DRESDEN RATHER THAN VIA THE ROUNDABOUT ROUTING, SOUTH CORRIDOR - BAVARIA - PRAGUE - DRESDEN, WHICH IS FOUR TIMES LONGER. SHOULD INTERFLUG RESPOND FAVORABLY, THE PAN AM REPRESENTATIVE COULD SAY THAT THE U.S., FRENCH, AND BRITISH AUTHORITIES WOULD WORK OUT THE PROCEDURAL ARRANGEMENTS WITH THE SOVIETS FOR THE HANDOFF OF THE AIRCRAFT. SHOULD THE INTERFLUG NOT WARM UP TO THE IDEA OF A DIRECT FLIGHT, THE OPTION COULD BE DROPPED BY PAN AM IN FAVOR OF THE LONGER ROUTE. IN THIS EVENT, THERE WOULD BE THE TACTICAL ADVANTAGE OF NOT HAVING ENGAGED GOVERNMENTS IN THE ISSUE IN THE INITIAL STAGES. WE WOULD ONLY FOLLOW UP WITH THE CONFIDENTIAL

CONFIDENTIAL

PAGE 03 USBERL 00902 02 OF 02 181515Z

SOVIETS AFTER PANAM HAD A FAVORABLE READING FROM INTERFLUG.

8. PAN AM HERE TELLS US THEY WILL OPERATE THE FLIGHTS EXACTLY THE WAY THE ALLIED AUTHORITIES THINK BEST IN TERMS OF BERLIN'S AIR REGIME. THEY ARE WILLING TO ORIGINATE THE POSITIONING AIRCRAFT IN FRANKFURT AND GO VIA PRAGUE TO DRESDEN. THIS IS OBVIOUSLY THE SIMPLEST SOLUTION, BUT WE THINK THE IMPORTANCE OF NORTH-SOUTH FLIGHTS ARGUES FOR THE BONN GROUP REVIEWING THE MATTER WITH A VIEW TO PERMITTING PAN AM A DIRECT BERLIN-DRESDEN ROUTING. IN THE COURSE OF BONN GROUP DISCUSSIONS, WE THINK THE DISTINCTION WOULD HAVE TO BE MADE BETWEEN THE ADVANTAGES OF NORTH-SOUTH FLIGHTS WHICH DO NOT CROSS THE FRG-GDR BOUNDARY AND THE DISADVANTAGES OF FLIGHTS BY EITHER OF THE GERMAN AIRLINES (LUFTHANSA OR INTERFLUG) ACROSS THIS BOUNDARY. MISSION CONTINUES TO

BELIEVE THAT LATTER FLIGHTS CAN LEAD TO UNRAVELLING OF
ENTIRE BERLIN AIR REGIME.

9. MISSION RECOMMENDS BONN GROUP AGREE TO DIRECT BERLIN-
DRESDEN POSITIONING FLIGHTS.GEORGE

CONFIDENTIAL

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIRCRAFT, ARTS, TRANSPORTATION, SUPPLEMENTAL AIRLINES, EXHIBITS
Control Number: n/a
Copy: SINGLE
Draft Date: 18 apr 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978USBERL00902
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D780166-0044
Format: TEL
From: USBERLIN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780442/aaaabjwh.tel
Line Count: 229
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 339d8bab-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 27 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2926011
Secure: OPEN
Status: NATIVE
Subject: PAN AM CHARTER FLIGHTS TO/FROM DRESDEN SUMMARY: GDR STATE AIRLINE INTERFLUG, IN SEEKING TO CHARTER SUFFICIENT AIRCRAFT FOR SHIPMENT OF DRESDEN ART EX
TAGS: PGOV, EAIR, UR, GC, US, BQG, PANAM, INTERFLUG
To: BERLIN BONN
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/339d8bab-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014